



blm - alaska

frontiers

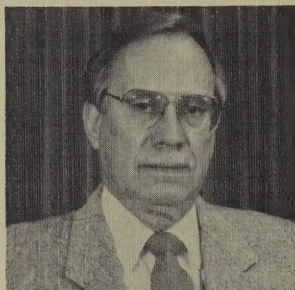
managing public lands for multiple use

Issue 24 July 1990

Explorer Scouts mount up — p. 4



Ed Spang new state director



"The myriad of issues facing BLM-Alaska are a real challenge for us, and we'll need to keep our communications open and frequent," commented Edward Spang.

"I look forward to meeting all those who use and appreciate their public lands in Alaska."

Spang became state director for Alaska in April. A native of Lame Deer, Montana, he was state director of BLM's Nevada operation for ten years prior to coming to Alaska. His BLM career also includes positions in Montana, Oregon, Arizona and Washington, D.C.

As Nevada state director, Spang

faced many issues similar to those in Alaska, such as oil and gas development, and a gold and silver mining boom. In Nevada he started a system to determine appropriate forage use by rangeland animals, and developed and implemented an extensive planning and environmental review process.

Spang holds a bachelor of science degree in range management from the University of Montana at Bozeman. He has received the Department of the Interior Distinguished Service Award, the department's highest award.

—TM

BLM teaches Incident Command System

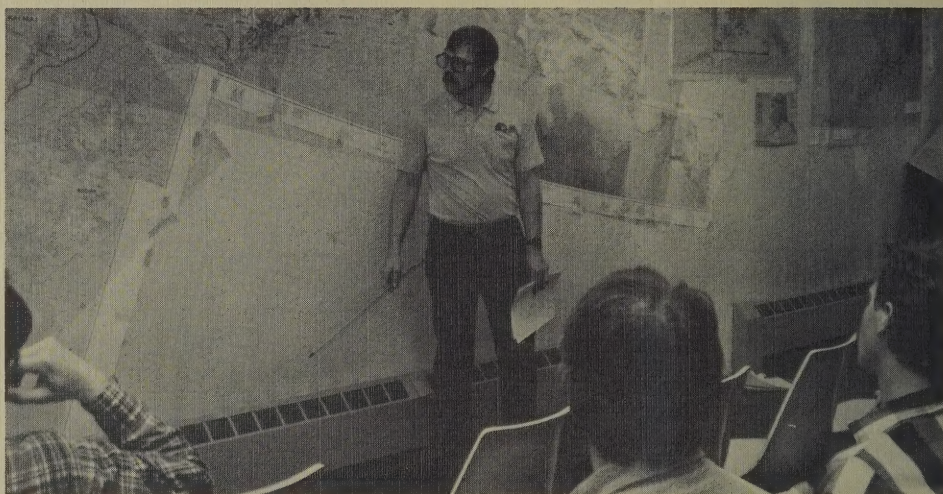
When the BLM's Alaska Fire Service Type I Incident Response team reported to the Exxon Valdez oil spill last March, a lot of people were impressed. The team put into practice the tenets of the Incident Command System, or ICS.

ICS was developed as an organizational strategy to deal with all kinds of disaster from wildfire to floods, including man-caused disasters like oil spills. It has been adopted by wildfire protection agencies throughout the country to standardize terms and job descriptions in fire suppression.

The Exxon Valdez oil spill was the first time ICS was used on an oil spill. The Type I team, headed by Incident Commander Dave Liebersbach, organized the inventory, oil tracking, booming for beach protection, and cleanup efforts on the spill in the early weeks. Then the team turned over management of the cleanup to Exxon and returned to fire suppression duties.

Emergency Management Coordinator Bob Heavilin from the Kenai Peninsula Borough watched closely how ICS organization worked on the oil spill.

In late 1989 the borough faced the eruption of Mount Redoubt, continued oil spill cleanup, and the potential for severe wildfires in bug-killed spruce on the Kenai Penin-



Blair Young, BLM Alaska Fire Service, briefs a group of people from many agencies during the Exxon Valdez oil spill response last summer. Young was attached to the interagency incident command team that coordinated the response to the spill.

sula. Heavilin requested training in ICS from the Alaska Fire Service. So on March 20-22, 1990, representatives from Exxon, the Kenai Peninsula Borough, the city of Seldovia, UNOCAL, Tesoro, and the Alaska State Division of Parks, Department of Fish and Game, and Department of Environmental Conservation attended Basic ICS training in Kenai.

"Most people were real receptive," said R.J. Hayes, one of the instructors BLM provided. Along with Dave Dash, Hayes taught the command and operations sections of the course. Eva Brown taught finance, Terry O'Connell taught

logistics and Marv Robertson taught planning.

"BLM's Alaska Fire Service responds to emergencies probably more often than any organization in the state, maybe the country," Hayes said. "We've found that this system works for us. Maybe it'll work for them."

—SM

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Wild Goose Pipeline: not forgotten



On the lonely tundra a breeze sighs through iron hoops, upright in a long row like the ribs of a huge snake. The naked ribs imprison a pile of weathered redwood slats.

At one time this was a pipeline built to carry water to miners, and this place was the scene of fevered activity—gold fevered.

Now the Wild Goose Pipeline lies alone, a relic of a turn-of-the-century gold miner's dream.

From 1899 to about 1910 the Seward Peninsula was the magnet for gold-seeking prospectors from around the world. The town of Nome was six or seven times its current size of 3,000 people.

Today the area is managed by the Bureau of Land Management's Kobuk District. Archeologist Howard Smith is writing a nomination to the National Register of Historic Places for the Wild Goose Pipeline and its associated ditches. The site is unique, says Smith,

because it is the only known wooden pipeline on the Seward Peninsula.

In addition, the pipe is a tangible memento of historic gold mining and the people involved in this colorful period of Alaska history.

"This project embodies the end of the gold rush on the Seward Peninsula," said Smith.

The gold rush to Nome started with the discovery of gold on Anvil Creek in 1898. Very soon afterward, Charles D. Lane arrived and bought some of the original discovery claims. Lane founded the Wild Goose Mining and Trading Company, which soon became one of the major forces on the Seward Peninsula. He also built the Wild Goose Railroad from Nome to Anvil Creek.

He decided to build a pipeline to carry water to the gold fields. The original plan was an extremely ambitious venture. In 1904 he was planning to construct a 60-mile redwood-slat pipeline from lakes in the Kigluaik Mountains to Anvil Creek and other mining areas in order to provide high-pressure water for sluicing. He had the

pipeline under construction by 1906—the trench and about one mile of pipe had been completed.

The gold rush in Nome lasted less than 10 years. In 1899, the first year of the strike, \$2.8 million in gold was taken out of the Seward Peninsula. This reached a high of \$7.5 million in 1906, then dropped in 1908 to \$5.1 million. By 1909 gold production was down to less than \$4.3 million and dropping.

Only about five miles of the Wild Goose Pipeline were ever built. The slowdown in gold production, a depression, lack of capital and competition for water slowed work on the pipeline after 1908. By 1909 the project had been largely abandoned. Sometime before 1909 Lane went blind, but no one knows how this affected the company's plans for the Wild Goose Pipeline.

"Standing there looking at those piles of redwood and the pipe just ending there illustrates better than anything how ephemeral the dreams of fortune were," says Smith.

—SM



Patterned after the mounted cavalry units of the American Army in the 1870's, this Boy Scout troop is sponsored by BLM's Steese/White Mountains District office. It is one of only two such troops in the nation. Here, Don Runberg, former district manager, hands an antique rifle to Cavalry Explorer Scout Kirk Schweim as the standard bearers prepare to practice drills.

Cavalry troopers ride again

BLM sponsors first mounted Boy Scout troop in Alaska

Flags snapping in the light afternoon breeze, the young men mounted up with all the confidence of professional soldiers. They held themselves proudly in their dark blue shirts and light blue trousers, adorned with bright yellow neckerchiefs and suspenders. The horses, just starting to shed their shaggy winter coats after a harsh Fairbanks winter, were coaxed into following commands.

Don Runberg, former manager of BLM's Steese/White Mountains District, carefully handed a 117-year-old Springfield .45-70 carbine to Explorer Scout Kirk Scheim, who would carry the gun during the standard bearers' drill.

Patterned after the mounted cavalry units of the American West in the 1870's, this Boy Scout troop uses original pieces of equipment, mixed with replicas, to make history

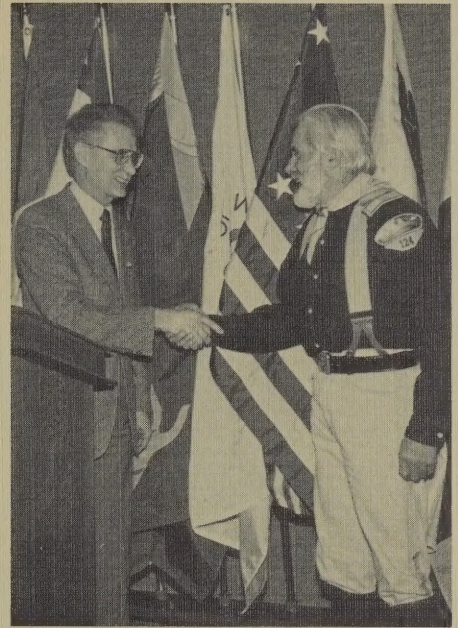
come alive for the scouts.

Under Runberg's leadership, the BLM Steese/White Mountains District became the first BLM district nationwide to sponsor a Boy Scout troop. The district became a co-sponsor in 1989 and continues to encourage scout participation in public service projects on BLM-managed public lands.

The riding drill was just one facet of troop training that includes horsemanship, fieldcraft, marksmanship, history and military discipline.

As the horses responded to persuasive voices and urgent taps from knees and heels, they carried their uniformed riders through the drill as if they had stepped out of the pages of an American history book on the Old West. The men of the 124th Cavalry Explorer Post were riding once again.

—SDW



Colonel Rocky Rhoads of the 124th Cavalry Explorer Post presented a bronze plaque to Don Runberg in recognition of BLM's efforts to enhance the image of the explorer post in the community and to provide opportunities for the scouts to serve the public.

This month BLM is scheduled to present four wild horses from BLM's Adopt-a-Wild-Horse program to the 124th Cavalry Explorer Post. The horses have been broken and gentled by the Colorado Wild Horse Inmate Program at Fremont Correctional Facility, Cañon City, Colorado. The Anchorage Times newspaper is contributing the costs of transportation to the project. Throughout the summer the cavalry will make public appearances in parades and fund-raising events, and will complete public service projects on lands managed by BLM.

Lujan adds 86 miles to Iditarod Trail



Boy Scout Ryan O'Sullivan gets Interior Secretary Manuel Lujan's autograph shortly after the Secretary signed the document adding the segment to the trail. Leo Rasmussen, who serves on the Iditarod Trail Advisory Council, smiles with pleasure at the historic scene.

The Iditarod National Historic Trail System was increased 86 miles this spring when Secretary of the Interior Manuel Lujan, Jr. designated the Iditarod-to-Anvik trail a part of the system.

The Iditarod-to-Anvik segment, an east-west route connecting the

Iditarod and Yukon river drainages, increases the trail system to a total of 2,350 miles.

Lujan said at the signing ceremony held in Anchorage, "Alaskans are justifiably proud of the trail with its wonderful cultural and historical roots. I am pleased to be able to

make this designation and thereby assist in keeping that part of our history alive."

The designation emphasizes BLM's commitment to the administration, protection and recognition of the trail for its historic significance as a gold mining and early 20th century transportation trail, as well as its current importance as a recreational trail used for the famous Iditarod Sled Dog Race. This segment is part of the "Southern Race Route," and is traversed every odd-numbered year.

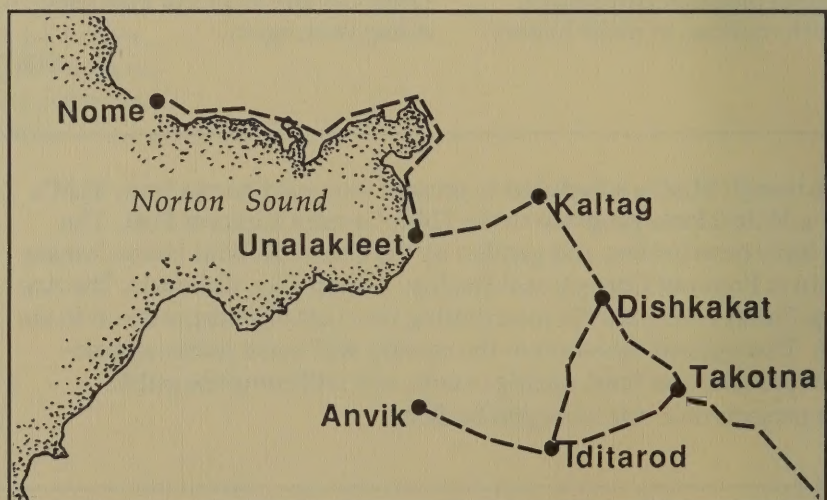
Management of the Iditarod-Anvik connecting trail will include marking it with signs and maintaining it as a winter trail. Trail easements will be rerouted or reserved across two Native allotments. Research and documentation of historic sites related to this segment of trail may be undertaken for possible nomination to the National Register of Historic Places.

This trail segment is jointly managed by the Bureau of Land Management and the State of Alaska.

The Iditarod National Historic Trail System is managed under a comprehensive management plan by Native corporations, municipal governments, the State of Alaska, numerous private owners, and federal agencies including the Bureau of Land Management, the USDA Forest Service and the U.S. Fish and Wildlife Service.

—DA

Trail between Iditarod and Anvik (right) is used every other year in the famous Iditarod Sled Dog Race.



Surveyors head out

Cram work into summer season

BLM Surveyors are flying, driving and even heading out by boat, to pack as much field work as possible into Alaska's short summer.

In addition, BLM is contracting for \$3.3 million worth of work by private surveyors.

Here's the rundown of the field program:

- A \$729,875 contract to survey 77 Native allotments near Fort Yukon was awarded to R & M Consultants of Anchorage.

- A \$550,313 contract to survey a number of state and Native sites in the vicinity of Sitka-Green Lake and Takatz Lake was awarded to Geonex Itech of Anchorage.

- A contract to survey 83 Native allotments at Goodnews and Platinum was awarded to LCMF/Lounsbury J.V. of Anchorage.

- A contract to survey 41 Native allotments near Beaver was awarded

to R & M Consultants of Anchorage.

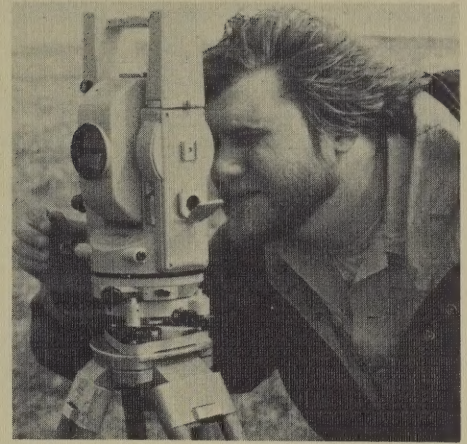
- A contract for \$844,665 was awarded to the Crazy Mountains Joint Venture to survey state selections, Native allotments and regional Native corporation selections in the vicinity of Circle Hot Springs, Central and Fort Yukon.

- A contract to do survey work near Aniak/Kalskag is still to be awarded.

The 1990 budget for in-house surveying is \$3.7 million. Unfortunately, "This year tight budgets may force us to end the season three or four weeks early," said BLM Deputy State Director Robert Arndorfer.

Among the in-house jobs lined up for this summer are:

- work on Chickaloon/Hatcher Pass state and Native selection, Group No. 488. The project consists of 55 miles of original survey and 20



miles of retracement.

- completion of a project started last summer at Kahiltna River, the eastern part of Group No. 459.

- Native allotment surveys in the vicinity of Nenana/Anderson, Kantishna, and Twin Hills/Togiak.

- rectangular survey work in the Nenana/Anderson vicinity.

- Native allotments and the 14(c) survey at Ambler.

- Native allotments and the McGrath, Telida and Nikolai 14(c) surveys in the vicinity of McGrath.

—JM

BLM offers to recheck navigability determinations

BLM has made an offer to Alaska Native corporations that they may not want to refuse.

To make sure that state-owned submerged lands (that is, lands beneath navigable water bodies) are properly identified on survey plats and that the acreage for those lands is not charged against a corporation's entitlement, BLM has offered to re-determine the navigability of water bodies on land that has already been interim-conveyed to a corporation.

To date, thirteen corporations have asked BLM to re-check the plats.

What's going on? Why would this be desirable?

When Alaska became a state, it became the owner of all the navigable streams and water bodies—and of the land underneath them. Then when the Alaska Native Claims Settlement Act was passed, it set up Alaska Native corporations and gave them a collective total of

44 million acres of land.

BLM is in the process of conveying the land to the Native corporations. As part of that process, it determines which streams and water bodies are navigable and excludes the land under them from conveyances to Native corporations.

But the courts had never actually stated the criteria for deciding what is or is not a navigable stream or water body. BLM developed criteria: if a water body could be used by an 18-foot boat, it was navigable. In 1982 the state challenged BLM's criteria in a case concerning the Gulkana River.

The court's ruling in this case, backed by higher court decisions, caused BLM to change its criteria. Now BLM generally finds a water body navigable if it could be used by inflatable rafts, freight canoes, skiffs, and other craft capable of carrying a thousand pounds or more.

The new criteria would reverse

many previous navigability decisions. This means that some submerged land which has been tentatively conveyed to Native corporations might now be considered by the courts to belong to the state. And, therefore, a Native corporation might be entitled to a larger amount of land in compensation.

Interim conveyances made before 1987 can still be corrected by BLM before surveys are completed and patents issued—but only when landowners request the correction (Sec. 316 of the Federal Land Policy and Management Act).

BLM has now sent letters to the corporations asking whether they want BLM to make these re-determinations. If so, an authorized officer of the corporation must certify the corporation's decision and send it to BLM.

For more information, call Mike Brown at 271-3602. —EE/JM

frontier flashes

U.S. Senator Ted Stevens dedicated the site of BLM's new Alaska Fire Service operations building in Fairbanks June 1. Design Alaska, of Fairbanks, designed the building, and Wick Construction is the primary contractor. The building will house smoke jumpers, hotshot crews, fire suppression specialists and a dining hall.

Nominations will be accepted from mid-June to mid-July for three positions on the Iditarod National Historic Trail Advisory Council.

The Bureau of Land Management will accept nominations July 1st through 31st for three positions each on the Northern Alaska Advisory Council and the Southern Alaska Advisory Council. For nomination forms and more information on the northern council, contact BLM-Fairbanks Public Affairs, 1150 University Ave., Fairbanks, AK 99709-3844; phone (907) 474-2232.

For forms and information on the southern council and/or the Iditarod Trail council, contact BLM



to keep Alaska clean!

Bureau of Land Management - Alaska

Alaskan critters speak out on new litter bags. Designed by Anchorage artist Mary Croxton for BLM-Alaska, the biodegradable plastic bags are available free while supplies last. You can get one at any BLM office in Alaska or from any of the three Alaska Public Lands Information Centers.

Anchorage District Public Affairs,
6881 Abbott Loop Road, Anchorage,
AK 99507; phone (907) 267-1258.

Thirteen hundred Anchorage
sixth-graders visited the BLM

Anchorage District Campbell Tract for the 16th Annual Outdoor Week in May. They took part in a mock archaeological dig, tried gold panning and using a compass. Federal and state agencies, organizations and private individuals provided 40 instructors for the event.

A public meeting in Eagle, Alaska, will be the last event of a Northern Alaska Advisory Council field trip that starts at Chicken, June 21. The council will discuss activities on the Fortymile National Wild and Scenic River, and plans for the management of Fort Egbert.

The Governor's Committee on Employment of People with Disabilities has given BLM staffing specialist Sandy Larson an award for outstanding work in developing job opportunities for disabled Alaskans. Larson helps Volunteer Coordinator Bob Moore arrange volunteer work at BLM for people with disabling conditions, then she connects them with job opportunities.



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